FREQUENTLY ASKED QUESTIONS GUIDE

FOR

DIRECTIVE 2003/44/EC AMENDING DIRECTIVE 1994/25/EC RELATING TO RECREATIONAL CRAFT

CONTENTS

SUMMARY

The final agreement on the RCD amendment will become law during 2004 and will apply to all craft first placed on the market as from 1st January 2005, but with a period of transitional arrangements.

The Directive applies to all recreational between 2.5 and 24 metres and has been widened in scope to include:-

a) **Personal watercraft**. Defined as a vessel less than 4 m in length which uses an internal combustion engine having a water jet pump as its primary source of propulsion and designed to be operated by a person or persons sitting, standing or kneeling on, rather than within the confines of, a hull.

b) **Noise Emissions.**
To apply to all recreational craft with inboard propulsion engines including stern drive engines without integral exhausts.
To outboard engines and stern drive engines with integral exhausts intended for installation on recreational craft.
Excluded will be craft built for own use, provided they are not subsequently placed on the Community market during a period of five years.

c) **Exhaust Emissions.**
To apply to all recreational craft propulsion engines including PWC's.
A one year transition period will be allowed with an additional year for 2-stroke spark ignition engines.
Excluded will be original and individual replicas of historical propulsion engines, which are based on a pre-1950 design, not produced in series and fitted on craft that are original historical and individual replicas thereof designed before 1950, and built predominantly with the original materials. Or fitted in craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years.
Propulsion engines built for own use provided that they are not subsequently placed on the Community market during a period of five years.
External combustion steam powered craft.

d) **Post Constructional Assessment.**
The provision for 'Post-constructional assessment' is introduced for situations where neither the manufacturer nor his authorised representative established within the community fulfils the responsibilities for the product's conformity. This will involve a notified body.

e) **Definitions.**
A number of important definitions are included in the Directive, including "major engine modification" and "major craft conversion". If the modification of an engine could potentially cause the engine to exceed the emissions limits or increase the rated power of the engine by more than 15% it would be required to show ompliance with the limits. This would also include the noise emissions if installed in an existing craft and subsequently placed on the market within 5 years.

f) **The essential safety requirements of Annex 1 are changed as follows:-**

- Design category A 'Ocean' excludes abnormal conditions.
- Design category D 'Sheltered waters' is defined as being with significant wave height of up to and including 0,3 metres may be experienced with occasional waves of 0,5 m maximum.
- Annex 1 para 2.1 The hull identification number is now re-named as "Craft" identification. Para 2.2 clarifies that on the builder's plate the "manufacturer's recommended load" is excluding the weight of the contents of the fixed tanks when full.
- Annex 1 para 5.1.5 Personal watercraft shall have an automatic engine cut-off or speed reduction device. Para 5.2.2 Changes the definition of fuel: instead of referring to flash points it refers to petrol or diesel. Para 5.6.2 Clarification given within the Directive that the position and capacity of the fire fighting equipment may be indicated if the equipment is not supplied. Para 5.8 Craft fitted with toilets are required to have holding tanks or "provision to fit holding tanks".

Existing craft, part completed craft, personal watercraft and components will have a one year transitional period in which existing rules apply.

The Commission will submit a report by 31 December 2006 on the possibilities of further improving the environmental characteristics of engines and consider the need to revise the boat design categories.

The amendment also includes a number of smaller administrative details. The full text of the amendment may be viewed on the European Parliament website:- **http://www.europarl.eu.int/code/dossier/2003/2000_0262_recreational_craft/default_en.htm**

(Source: BMF)

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References.

Each piece of information in the following table concludes with a reference in brackets. The abbreviations used are explained as follows:

CC Guide	=	Recreational Craft Directive and Comments to the Directive Combined (30 June 2003): available from info@icomia.com
BB	=	Guide to the Implementation of directives based on the New Approach and the Global Approach: http://europa.eu.int/comm/enterprise/newapproach/legislation/guide/legislation.htm
2003/44	=	Directive 2003/44/EC adopted 16 June 2003: http://www.europarl.eu.int/code/dossier/2003/2000_0262_recreational_craft/default_en.htm

DIRECTIVE 2003/44/EC AMENDING DIRECTIVE 1994/25/EC RELATING TO RECREATIONAL CRAFT

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1	What is a partly completed boat?	A partly completed boat is a boat consisting of a hull or a hull and one or more components. ….Boat kits consisting of panels and parts to make the boat and its hull, typically of wood or metal, are also to be considered as partly completed boats. The "partly completed boat" does not fulfill all the essential safety requirements of the Directive related to the design and the construction of the craft and is either destined to be completed, i.e. completely fulfill the essential requirements, by another party who will be regarded as the manufacturer, or placed on the market as such. [CC Guide-Article 1(1).1]
2	What is 'placing on the market'?	A product is placed on the Community market when it is made available for the first time. This is considered to take place when a product is transferred from the stage of manufacture with the intention of distribution or use on the Community market. Moreover, the concept of placing on the market refers to each individual product, not to a type of product, and whether it was manufactured as an individual unit or in series. The transfer of the product takes place either from the manufacturer, or the manufacturer's authorised representative in the Community, to the importer established in the Community or to the person responsible for distributing the product on the Community market . The transfer may also take place directly from the manufacturer, or authorised representative in the Community, to the final consumer or user. The product is considered to be transferred either when the physical hand-over or the transfer of ownership has taken place. This transfer can be for payment or free of charge, and it can be based on any type of legal instrument. Thus, a transfer of a product is considered to have taken place, for instance, in the circumstances of sale, hire, leasing and gift. Placing on the market is considered not to take place where a product is: • transferred from the manufacturer in a third country to an authorised representative in the Community whom the manufacturer has engaged to ensure that the product complies with the directive • transferred to a manufacturer for further measures (for example assembling, packaging, processing or labeling) • not (yet) granted release for free circulation by customs, or has been placed under another customs procedure (for example transit, warehousing or temporary importation), or is in a free zone (34); • manufactured in a Member State with a view to exporting it to a third country;

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		• displayed at trade fairs, exhibitions or demonstrations or • in the stocks of the manufacturer, or the authorised representative established in the Community, where the product is not yet made available, unless otherwise provided for in the applicable directives. [BB 2.3.1]
3	What is 'putting into service'?	Putting into service takes place at the moment of first use within the Community by the end user [BB 2.3.2]
4	What craft are not covered by the construction regulations in the Directive?	(i) craft intended solely for racing, including rowing racing boats and training rowing boats, labelled as such by the manufacturer; (ii) canoes and kayaks, gondolas and pedalos; (iii) sailing surfboards; (iv) surfboards, including powered surfboards; (v) original historical craft and individual replicas thereof designed before 1950, built predominantly with the original materials and labelled as such by the manufacturer; (vi) experimental craft, provided that they are not subsequently placed on the Community market; (vii) craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years; (viii) craft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3(a), in particular those defined in Council Directive 82/714/EEC of 4 October 1982 laying down technical requirements for inland waterway vessels, regardless of the number of passengers; (ix) submersibles; (x) air cushion vehicles; (xi) hydrofoils; (xii) External combustion steam powered craft, fuelled by coal, coke, wood, oil or gas; [2003/44 Art 1 para 2(a)]
5	What engines are not covered by the exhaust regulations in the Directive?	(i) propulsion engines installed or specifically intended for installation on the following: – craft intended solely for racing and labelled as such by the manufacturer, – experimental craft, provided that they are not subsequently placed on the Community market, – craft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3(a), in particular those defined in Directive 82/714/EEC, regardless of the number of passengers, – submersibles, – air cushion vehicles, – hydrofoils; (ii) original and individual replicas of historical propulsion engines, which are based on a pre-1950 design, not produced in series and fitted on craft referred to in paragraph 2(a)(v) and (vii); (iii) propulsion engines built for own use provided that they are not subsequently placed on the Community market during a period of five years;

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		[2003/44 Art 1 para 2(b)]
6	What engines/craft are not covered by the sound regulations in the Directive?	– (i) propulsion engines installed or specifically intended for installation on the following: – craft intended solely for racing and labelled as such by the manufacturer, – experimental craft, provided that they are not subsequently placed on the Community market, – craft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 3(a), in particular those defined in Directive 82/714/EEC, regardless of the number of passengers, – submersibles, – air cushion vehicles, – hydrofoils; (ii) original and individual replicas of historical propulsion engines, which are based on a pre-1950 design, not produced in series and fitted on craft referred to in paragraph 2(a)(v) and (vii); (iii) propulsion engines built for own use provided that they are not subsequently placed on the Community market during a period of five years; – craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years. [2003/44 Art 1 para 2(c)]
7	What is a recreational craft?	"recreational craft": any boat of any type intended for sports and leisure purposes of hull length from 2,5 m to 24 m, measured according to the harmonised standard (EN ISO 8666), regardless of the means of propulsion; the fact that the same boat could be used for charter or for recreational boating training shall not prevent it being covered by this Directive when it is placed on the Community market for recreational purposes; [2003/44 Art 1 para 3(a)]
8	What is a personal water craft?	"personal watercraft": a vessel less than 4 m in length which uses an internal combustion engine having a water jet pump as its primary source of propulsion and designed to be operated by a person or persons sitting, standing or kneeling on, rather than within the confines of, a hull; [2003/44 Art 1 para 3(b)]
9	What is a propulsion engine?	"propulsion engine": any spark or compression ignition, internal combustion engine used for propulsion purposes, including 2-stroke and 4-stroke inboard, stern-drive with or without integral exhaust and outboard engines; [2003/44 Art 1 para 3(c)]
10	What is a major engine modification?	"major engine modification": the modification of an engine which: – could potentially cause the engine to exceed the emission limits set out in Annex I.B. excluding routine replacement of engine components that do not alter the emission characteristics, or – increases the rated power of the engine by more than 15%; [2003/44 Art 1 para 3(d)]
11	What is a major craft conversion?	"major craft conversion": a conversion of a craft which: – changes the means of propulsion of the craft, – involves a major engine modification,

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		– alters the craft to such an extent that it is considered a new craft; [2003/44 Art 1 para 3(e)]
12	What is 'means of propulsion'?	"means of propulsion": the mechanical method by which the craft is driven, in particular marine propellers or waterjet mechanical drive systems; [2003/44 Art 1 para 3(f)]
13	What is an engine family?	"engine family": the manufacturer's grouping of engines which, through their design, are expected to have similar exhaust emission characteristics and which comply with the exhaust emissions requirements of this Directive; [2003/44 Art 1 para 3(g)]
14	Who is a manufacturer?	"manufacturer": any natural or legal person who designs and manufactures a product covered by this Directive or who has such a product designed and/or manufactured with a view to placing it on the market on his own behalf; [2003/44 Art 1 para 3(h)]
15	Who is an authorised representative?	"authorised representative": any natural or legal person established in the Community who has received a written mandate from the manufacturer to act on his behalf with regard to the latter's obligation under this Directive. [2003/44 Art 1 para 3(i)]
16	Do engines certified under Directive 97/68/EC (Non Road Mobile Machinery) and Directive 88/77/EC (Compression ignition engines for vehicles) comply with 2003/44/EC?	Engines type approved under these two directives will also demonstrate compliance with 2003/44/EC, where the manufacturer or his authorised representative established in the Community declares in accordance with Annex XV.3 that the engine will meet the exhaust emission requirements of this Directive, when installed in a recreational craft or personal watercraft in accordance with the manufacturer's supplied instructions. [2003/44 Art 4 para 4]
17	May I exhibit my boat even if it does not comply with this Directive?	At trade fairs, exhibitions, demonstrations, etc., Member States shall not create any obstacles to the showing of the products referred to in Article 1(1) which do not comply with this Directive, provided that a visible sign clearly indicates that such products may not be marketed or put into service until they have been made to comply. [2003/44 Art 4 para 5]
18	What has to be CE marked?	When the following products are placed on the market, they shall bear the CE marking of conformity: (a) recreational craft, personal watercraft and components referred to in Annex II, which are regarded as meeting the corresponding essential requirements set out in Annex I; (b) outboard engines which are regarded as meeting the essential requirements set out in Annex I.B and I.C.; (c) stern drive engines with integral exhaust which are regarded as meeting the essential requirements set out in Annex I.B. and I.C. [2003/44 Art 10 para1]
19	How is the CE mark to be seen?	The CE marking of conformity, as shown in Annex IV, must appear in a visible, legible and indelible form on the craft and the personal watercraft as in point 2.2 of Annex I.A, on components, as referred to in Annex II and/or on their packaging, and on outboard engines and stern drive engines with integral exhaust as in point 1.1 of Annex I.B. The CE marking shall be accompanied by the identification number of the body responsible for

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		implementation of the procedures set out in Annexes IX, X, XI, XII, and XVI. [2003/44 Art 10 para2]
20	May I place other marks on the craft to show it complies with this Directive?	The affixing of markings or inscriptions on products covered by this Directive which are likely to mislead third parties with regard to the meaning or the form of the CE marking shall be prohibited. Any other markings may be affixed to products covered by this Directive and/or on their packaging provided that the visibility and legibility of the CE marking is not thereby reduced. [2003/44 Art 10 para3]
21	Will there be further developments to this Directive?	By 31 December 2006 the Commission shall submit a report on the possibilities of further improving the environmental characteristics of engines and consider inter alia the need to revise the boat design categories. If deemed appropriate, in the light of this report, the Commission shall by 31 December 2007 submit appropriate proposals to the European Parliament and the Council [2003/44 Art 2]
22	When must the Directive be taken into National law?	Member States shall adopt and publish the laws, regulations and administrative provisions necessary to comply with the requirements of this Directive by 30 June 2004 Member States shall apply such measures as from 1 January 2005 [2003/44 Art 3 para 1]
23	What, if any, are the transitional arrangements?	Member States shall permit the placing on the market and/or putting into service of products which comply with the rules in force in their territory on the date of entry into force of this Directive, as follows: (a) until 31 December 2005 for the products falling under Article 1(1)(a); (b) until 31 December 2005 for compression ignition and 4-stroke spark ignition engines; and, (c) until 31 December 2006 for 2-stroke spark ignition engines. [2003/44 Art 3 para 2]
24	What happens if the Directive is breached?	Member States shall determine the penalties applicable to breaches of the national provisions adopted pursuant to this Directive. The penalties shall be effective, proportionate and dissuasive. [2003/44 Art 4]
25	When does the Directive enter into force?	This Directive shall enter into force on the day of its publication in the Official Journal of the European Union [2003/44 Art 5]
26	What are the consequences of not fulfilling the requirements of the directive?	The product cannot be imported and/or placed on the market. Where a non-complying product referred to in Article 1 bears the CE marking, the appropriate measures shall be taken by the Member State which has authority over whomsoever affixed the marking; that Member State shall inform the Commission and the other Member States thereof. [2003/44 Article 7]
27	What conformity assessment modules are available for construction?	(a) **for Categories A and B**: (i) for boats from 2,5 m to 12 m hull length: the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+ F, or G or H; (ii) for boats from 12 m to 24 m hull length: the EC type-examination (module B) referred to in Annex VII supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B + D, or B+E, or B + F, or G or H;

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		(b) **for Category C**: (i) for boats from 2,5 m to 12 m hull length: where the harmonised standards relating to Sections 3.2 and 3.3 of Annex I.A are complied with: the internal production control (module A), referred to in Annex V, or internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G, or H, where the harmonised standards relating to Sections 3.2 and 3.3 of Annex I.A are not complied with: the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (moduleC) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G , or H; (ii) for boats from 12 m to 24 m hull length: the EC type-examination (module B) referred to in Annex VII followed by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H; (c) **for Category D:** for boats from 2,5 m to 24 m hull length: the internal production control (module A) referred to in Annex V, or the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII, supplemented by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F or G or H; (d) **for personal watercraft:** the internal production control (module A) referred to in Annex V, or the internal production control plus tests (module Aa) referred to in Annex VI, or the EC type-examination (module B) as described in Annex VII followed by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H; (e) **for components referred to in Annex II**: any of the following modules: B+C, or B+D, or B+F, or G or H. [2003/44 Article 8]
28	What conformity assessment modules are available for exhaust emission?	The engine manufacturer or his authorised representative established in the Community shall apply the EC type-examination (module B) as described in Annex VII followed by conformity to type (module C) referred to in Annex VIII, or any of the following modules: B+D, or B+E, or B+F, or G or H. [2003/44 Article 8]

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29	What conformity assessment modules are available for sound emission?	(a) For recreational craft with stern drive engines without integral exhaust or inboard propulsion engines the boat manufacturer or his authorised representative established in the Community shall apply: (i) where tests are conducted using the harmonised standard (EN ISO 14509) for noise measurement: either internal production control plus tests (module Aa) referred to in Annex VI, or unit verification (module G) referred to in Annex XI, or full quality assurance (module H) referred to in Annex XII; (ii) where the Froude number and power displacement ratio method is used for assessment: either the internal production control (module A) referred to in Annex V, or the internal production control plus tests (module Aa) referred to in Annex VI, or unit verification (module G) referred to in Annex XI, or full quality assurance (module H) referred to in Annex XII; (iii) where certified reference boat data, established in accordance with point (i), is used for assessment: either internal production control (module A) referred to in Annex V, or internal production control plus supplementary requirements (module Aa) referred to in Annex VI, or unit verification (module G) referred to in Annex XI, or full quality assurance (module H) referred to in Annex XII; (b) For personal watercraft, outboard engines or sterndrive engines with integral exhaust the personal watercraft/engine manufacturer or his authorised representative established in the Community shall apply: internal production control plus supplementary requirements referred to in Annex VI (module Aa) or module G or H. [2003/44 Article 8 Para 4]
30	How can I have my boat CE-marked when privately imported from a third country?	In the case of post-construction assessment for recreational craft, if neither the manufacturer nor his authorised representative established within the Community fulfils the responsibilities for the product's conformity to this Directive, these can be assumed by any natural or legal person established within the Community who places the product on the market, and/or puts it into service, under his own responsibility. In such a case, the person who places the product on the market or puts it into service must lodge an application for a post-construction report with a notified body. The person who places the product on the market and/or puts it into service must provide the notified body with any available document and technical file referring to the first placing on the market of the product in the country of origin. The notified body shall examine the individual product and carry out calculations and other assessment to ensure its equivalent conformity with the relevant requirements of the Directive. In this case, the Builder's plate described in Annex I, 2.2 shall include the words "(Post-construction certificate)". The notified body shall draw up a report of conformity concerning the assessment carried out and shall inform the person who places the product on the market and/or puts it into service of his obligations. That person shall draw up a declaration of conformity (see Annex XV) and affix, or cause to be affixed, the CE mark accompanied by the distinguishing number of the relevant notified body on the product. [2003/44 Article 8]

<table>
<tr><th>Serial No</th><th>Question</th><th>Information</th></tr>
<tr><td>31</td><td>What are the definitions of design categories for recreational craft?</td><td>For the purposes of this Annex the term "craft" shall cover recreational craft and personal watercraft.

<table>
<tr><th>Design category</th><th>Wind force
(Beaufort scale)</th><th>Significant wave height
($H_{1/3}$ metres)</th></tr>
<tr><td>A – "Ocean"
B – "Offshore"
C – "Inshore"
D – "Sheltered waters"</td><td>exceeding 8
up to, and including, 8
up to, and including, 6
up to, and including, 4</td><td>exceeding 4
up to, and including, 4
up to, and including, 2
up to, and including, 0,3</td></tr>
</table>

Definitions:
A. OCEAN: Designed for extended voyages where conditions may exceed wind force 8 (Beaufort scale) and significant wave heights of 4 m and above but excluding abnormal conditions, and vessels largely self-sufficient
B. OFFSHORE: Designed for offshore voyages where conditions up to, and including, wind force 8 and significant wave heights up to, and including, 4 m may be experienced.
C. INSHORE: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to, and including, wind force 6 and significant wave heights up to, and including, 2 m may be experienced.
D. SHELTERED WATERS – Designed for voyages on sheltered coastal waters, small bays, small lakes, rivers and canals when conditions up to, and including, wind force 4 and significant wave heights up to, and including, 0,3 m may be experienced, with occasional waves of 0,5 m maximum height, for example from passing vessels.
Craft in each Category must be designed and constructed to withstand these parameters in respect of stability, buoyancy, and other relevant essential requirements listed in Annex I, and to have good handling characteristics.
[2003/44 Annex 1 A]</td></tr>
<tr><td>32</td><td>How must a craft be identified?</td><td>Craft Identification: Each craft shall be marked with an identification number including the following information:
- manufacturer's code,
- country of manufacture,
- unique serial number,
- year of production,
- model year.
The relevant harmonized standard (EN ISO 10087) gives details of these requirements
[2003/44 Annex 1 A para 2.1]</td></tr>
<tr><td>33</td><td>What information must the Builder’s Plate include?</td><td>Builder's plate: Each craft shall carry a permanently affixed plate mounted separately from the boat hull identification number, containing the following information:
- manufacturer's name,
- CE marking (see Annex IV),
- boat design category according to section 1,</td></tr>
</table>

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		- manufacturer's maximum recommended load derived from section 3.6 excluding the weight of the contents of the fixed tanks when full - number of persons recommended by the manufacturer for which the boat was designed to carry when under way. The relevant harmonized standard (EN ISO 14945) gives details of these requirements. [2003/44 Annex 1 A para 2.2]
34	What protection is required from falling overboard?	Depending on the design category, craft shall be designed to minimize the risks of falling overboard and to facilitate re-boarding. The relevant harmonized standard (EN ISO 15085) gives details of these requirements [2003/44 Annex 1 A para 2.3]
35	What visibility must exist from the main steering position of motor boats?	For motor boats, the main steering position shall give the operator, under normal conditions of use (speed and load), good all-round visibility The relevant harmonized standard (EN ISO 11591) gives details of these requirements [2003/44 Annex 1 A para 2.4]
36	What information must the owners' manual include?	Craft: Each craft shall be provided with an owner's manual in the official Community language or languages which may be determined by the Member State in which it is marketed in accordance with the Treaty. This manual should draw particular attention to risks of fire and flooding and shall contain the information listed in sections 2.2, 3.6 and 4 as well as the unladen weight of the craft in kilograms. [2003/44 Annex 1 A para 2.5] Engines: Each engine shall be provided with an Owner's Manual in the Community language or languages, which may be determined by the Member State in which the engine is to be marketed. This manual shall: (a) provide instructions for the installation and maintenance needed to assure the proper functioning of the engine to meet the requirements of paragraph 3, (Durability); (b) specify the power of the engine when measured in accordance with the harmonised standard. [2003/44 Annex 1 B para 4] Sound/Exhaust: For recreational craft with inboard engine or stern drive engines with or without integral exhaust and personal watercraft, the Owner's Manual required under Annex I.A Section 2.5, shall include information necessary to maintain the craft and exhaust system in a condition that, insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use. For outboard engines, the Owner's Manual required under Annex I.B.4 shall provide instructions necessary to maintain the outboard engine in a condition, that insofar as is practicable, will ensure compliance with the specified noise limit values when in normal use. The relevant harmonized standard (EN ISO 10240) gives details of these requirements [2003/44 Annex 1 C para 2]
37	What automatic safety devices do PWC require?	Personal watercraft shall be designed either with an automatic engine cut-off or with an automatic device to provide reduced speed, circular, forward movement when the driver dismounts deliberately or falls overboard. The relevant harmonized standard (EN ISO 13590) gives details of these requirements [2003/44 Annex 1 A para 5.1.5]
38	What are the specific requirements for fuel installations?	Fuel tanks, lines and hoses shall be secured and separated or protected from any source of significant heat. The material the tanks are made of and their method of construction shall be according to their capacity and

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		the type of fuel. All tank spaces shall be ventilated. Petrol fuel shall be kept in tanks which do not form part of the hull and are: (a) insulated from the engine compartment and from all other source of ignition; (b) separated from living quarters; Diesel fuel may be kept in tanks that are integral with the hull. The relevant harmonized standards (EN ISO 10088, EN ISO 7840, EN ISO 15584, EN ISO 16147) give details of these requirements [2003/44 Annex 1 A para 5.2.2]
39	What fire fighting equipment is required?	Craft shall be supplied with fire-fighting equipment appropriate to the fire hazard, or the position and capacity of fire fighting equipment appropriate to the fire hazard shall be indicated. The craft shall not be put into service until the appropriate fire fighting equipment is in place. Petrol engine enclosures shall be protected by a fire extinguishing system that avoids the need to open the enclosure in the event of fire. Where fitted, portable fire extinguishers shall be readily accessible and one shall be so positioned that it can easily be reached from the main steering position of the craft. The relevant harmonized standard (EN ISO 9094) gives details of these requirements [2003/44 Annex 1 A para 5.6.2]
40	What are the requirements for discharge prevention and installations facilitating delivery ashore of waste?	Craft shall be constructed so as to prevent the accidental discharge of pollutants (oil, fuel, etc.) overboard. Craft fitted with toilets shall have either: (a) holding tanks, or (b) provision to fit holding tanks. Craft with permanently installed holding tanks shall be fitted with a standard discharge connection to enable pipes of reception facilities to be connected with the craft discharge pipeline. In addition, any through-the-hull pipes for human waste shall be fitted with valves which are capable of being secured in the closed position The relevant harmonized standard (EN ISO 8099) gives details of these requirements [2003/44 Annex 1 A para 5.8]
41	How must engines be identified?	1.1 Each engine shall be clearly marked with the following information: – engine manufacturer's trademark or trade-name, – engine type, engine family, if applicable, – a unique engine identification number, – CE marking, if required under Article 10. 1.2. These marks must be durable for the normal life of the engine and must be clearly legible and indelible. If labels or plates are used, they must be attached in such a manner that the fixing is durable for the normal life of the engine, and the labels/plates cannot be removed without destroying or defacing them. 1.3. These marks must be secured to an engine part necessary for normal engine operation and not normally requiring replacement during the engine life. 1.4. These marks must be located so as to be readily visible to the average person after the engine has been assembled with all the components necessary for engine operation. [2003/44 Annex 1 B para 1]

<table>
<tr><th>Serial No</th><th>Question</th><th>Information</th></tr>
<tr><td>42</td><td>What are the engine emissions limit values?</td><td>Propulsion engines shall be designed, constructed and assembled so that when correctly installed and in normal use, emissions shall not exceed the limit values obtained from the following table:
Table 1
<table>
<tr><th rowspan="2">Type</th><th colspan="3">Carbon Monoxide
$CO = A + B/P_N^n$
g/kWh</th><th colspan="3">Hydrocarbons
$HC = A + B/P_N^n$
g/kWh</th><th rowspan="2">Nitrogen oxides
NO_X g/kWh</th><th rowspan="2">Particulates PT g/kWh</th></tr>
<tr><th>A</th><th>B</th><th>n</th><th>A</th><th>B</th><th>n</th></tr>
<tr><td>Two-stroke spark ignition</td><td>150,0</td><td>600,0</td><td>1,0</td><td>30,0</td><td>100,0</td><td>0,75</td><td>10,0</td><td>Not applicable</td></tr>
<tr><td>Four-stroke spark ignition</td><td>150,0</td><td>600,0</td><td>1,0</td><td>6,0</td><td>50,0</td><td>0,75</td><td>15,0</td><td>Not applicable</td></tr>
<tr><td>Compression ignition</td><td>5,0</td><td>0</td><td>0</td><td>1,5</td><td>2,0</td><td>0,5</td><td>9,8</td><td>1,0</td></tr>
</table>
Where A, B and n are constants in accordance with the table, P_N is the rated engine power in kW and the exhaust emissions are measured in accordance with the harmonised standard (EN ISO 8178).
[2003/44 Annex 1 B para 2]</td></tr>
<tr><td>43</td><td>What is the harmonised standard for measuring engine exhaust emissions?</td><td>EN ISO 8178</td></tr>
<tr><td>44</td><td>What engine duty cycles must be used?</td><td>For engines above 130 kW either E3 (IMO) or E5 (recreational marine) duty cycles may be used
[2003/44 Annex 1 B para 2]</td></tr>
<tr><td>45</td><td>What reference fuels must be used?</td><td>The reference fuels to be used for the emissions test for engines fuelled with petrol and diesel shall be as specified in Directive 98/69/EC (Annex IX, Tables 1 and 2), and for those engines fuelled with Liquefied Petroleum Gas as specified in Directive 98/77/EC.
[2003/44 Annex 1 B para 2]</td></tr>
<tr><td>46</td><td>What are the engine durability requirements?</td><td>The manufacturer of the engine shall supply engine installation and maintenance instructions, which if applied should mean that the engine in normal use will continue to comply with the above limits throughout the normal life of the engine and under normal conditions of use.
This information shall be obtained by the engine manufacturer by use of prior endurance testing, based on normal operating cycles, and by calculation of component fatigue so that the necessary maintenance instructions may be prepared by the manufacturer and issued with all new engines when first placed on the market.
The normal life of the engine is considered to mean:
(a) inboard or stern drive engines with or without integral exhaust: 480 hours or 10 years, whichever occurs first;</td></tr>
</table>

<table>
<tr><th>Serial No</th><th>Question</th><th>Information</th></tr>
<tr><td></td><td></td><td>(b) personal watercraft engines: 350 hours or 5 years, whichever occurs first;
(c) outboard engines: 350 hours or 10 years, whichever occurs first.
[2003/44 Annex 1 B para 3]</td></tr>
<tr><td>47</td><td>What engine documentation is required?</td><td>Each engine shall be provided with an Owner's Manual in the Community language or languages, which may be determined by the Member State in which the engine is to be marketed. This manual shall:
(c) provide instructions for the installation and maintenance needed to assure the proper functioning of the engine to meet the requirements of paragraph 3, (Durability);
(d) specify the power of the engine when measured in accordance with the harmonised standard.
[2003/44 Annex 1 B para 4]</td></tr>
<tr><td>48</td><td>What are the essential requirements for noise emissions?</td><td>Recreational craft with inboard or stern drive engines without integral exhaust, personal watercraft and outboard engines and stern drive engines with integral exhaust shall be designed, constructed and assembled so that noise emissions measured in accordance with tests defined in the harmonised standard (EN ISO 14509) shall not exceed the limit values in the following table:
Table 2
<table><tr><th>Single Engine Power

In kW</th><th>Maximum Sound Pressure Level = LpASmax

In dB</th></tr><tr><td>$P_N \leq 10$</td><td>67</td></tr><tr><td>$10 < P_N \leq 40$</td><td>72</td></tr><tr><td>$P_N > 40$</td><td>75</td></tr></table>where PN = rated engine power in kW at rated speed and L_{pASmax} = maximum sound pressure level in dB.
For twin-engine and multiple-engine units of all engine types an allowance of 3 dB may be applied.
[2003/44 Annex 1 C para 1]</td></tr>
<tr><td>49</td><td>What methods are available to demonstrate compliance with the sound limit values?</td><td>– The sound measurement in accordance with EN ISO 14509, which requires a pass-by measurement at 25m distance.
– As an alternative to sound measurement tests, recreational craft with inboard engine configuration or stern drive engine configuration, without integral exhaust, shall be deemed to comply with these noise requirements if they have a Froude number of ≤ 1.1 and a power displacement ratio of ≤ 40 and where the engine and exhaust system are installed in accordance with the engine manufacturer's specifications.

"Froude number" shall be calculated by dividing the maximum boat speed V (m/s.) by the square root of the waterline length lwl (m.) multiplied by a given gravitational constant, ($g = 9{,}8\ m/s^2$)</td></tr>
</table>

Serial No	Question	Information
		Fn = $\frac{V}{\sqrt{(g.lwl)}}$. "Power displacement ratio" shall be calculated by dividing the engine power P (kW) by the boat's displacement D (t) = $\frac{P}{D}$. – As a further alternative to sound measurement tests, recreational craft with inboard or stern drive engine configurations without integral exhaust, shall be deemed to comply with these noise requirements if their key design parameters are the same as or compatible with those of a certified reference boat to tolerances specified in the harmonised standard. "Certified reference boat" shall mean a specific combination of hull/inboard engine or stern drive engine without integral exhaust that has been found to comply with the noise emission requirements, when measured in accordance with section 1.1, and for which all appropriate key design parameters and sound level measurements have been included subsequently in the published list of certified reference boats. (There is at present no available reference boat data) [2003/44 Annex 1 C para 1]
50	Are there special sound allowances for multiple engine installations?	For twin-engine and multiple-engine units of all engine types an allowance of 3 dB may be applied [2003/44 Annex 1 C para 1.1]
51	What fuel tanks are included in the directive and need to be CE marked?	Fuel tanks intended for fixed installations, which are prefabricated, separate fuel tanks, i.e. those not integral to the structure of the vessel, fabricated prior to installation. [2003/44 Annex II]
52	What fuel tanks are not included in the directive?	Portable fuel tanks, those that are not only independent of the structure but are not permanently fixed to the boat structure to the extent they may be easily removed. [CC Guide Annex II]
53	What technical documentation must be kept by the manufacturer or authorised representative or the person who places the product on the Community market?	The technical documentation referred to in Annexes V, VII, VIII, IX, XI and XVI must comprise all relevant data or means used by the manufacturer to ensure that components or craft comply with the essential requirements relating to them. The technical documentation shall enable understanding of the design, manufacture and operation of the product, and shall enable assessment of conformity with the requirements of this Directive. The documentation shall contain so far as relevant for assessment: (a) a general description of the type, (b) conceptual design and manufacturing drawings and schemes of components, sub-assemblies, circuits, etc., (c) descriptions and explanations necessary for the understanding of said drawings and schemes and the operation of the product, (d) a list of the standards referred to in Article 5, applied in full or in part, and descriptions of the solutions adopted to fulfil the essential requirements when the standards referred to in Article 5 have not been applied, (e) results of design calculations made, examinations carried out, etc.,

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		(f) test reports, or calculations namely on stability according to section 3.2 of the Essential Requirements and on buoyancy according to section 3.3 thereof (Annex I.A), (g) exhaust emissions test reports demonstrating compliance with section 2 of the Essential Requirements (Annex I.B), (h) sound emissions test reports or reference boat data demonstrating compliance with section 1 of the Essential Requirements (Annex I.C). [2003/44 Annex X111]
54	What restrictions are placed on notified bodies and their relationship to the recreational marine industry?	The body, its director and the staff responsible for carrying out the verification tests shall not be the designer, manufacturer, supplier or installer of the products referred to in Article 1 which they inspect, nor the authorised representative of any of these parties. They shall not become either involved directly or as authorised representatives in the design, construction, marketing or maintenance of the said products. This does not preclude the possibility of exchanges of technical information between the manufacturer and the body. A notified body must be independent and must not be controlled by the manufacturers or by suppliers. [2003/44 Annex X1V para 1]
55	What requires a Declaration of Conformity?	The written declaration of conformity to the provisions of the Directive must always accompany: (a) the recreational craft and the personal watercraft and must be included with the owner's manual (Annex I.A section 2.5), (b) the components, as referred to in Annex II, (c) propulsion engines and must be included with the owner's manual (Annex I.B.4). [2003/44 Annex XV para 1]
56	What must the Declaration of Conformity include?	The written declaration of conformity shall include the following *: (a) name and address of the manufacturer or his authorised representative established in the Community **, (b) description of the product defined in point 1 ***, (c) references to the relevant harmonised standards used, or references to the specifications in relation to which conformity is declared, (d) where appropriate, the references of the other Community Directives applied, (e) where appropriate, reference to the EC type-examination certificate issued by a notified body, (f) where appropriate, the name and address of the notified body, (g) identification of the person empowered to sign on behalf of the manufacturer or his authorised representative established within the Community. With regard to: – inboard engines and stern drive propulsion engines without integral exhaust, – engines type-approved according to Directive 97/68/EC which are in compliance with stage II provided for in section 4.2.3 of Annex I of the latter Directive and, – engines type-approved according to Directive 88/77/EEC, the declaration of conformity shall include in addition to the information of point 2, a statement of the manufacturer that the engine will meet the exhaust emission requirements of this Directive, when installed in a recreational craft, in accordance with the manufacturer's supplied instructions and that

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		this engine must not be put into service until the recreational craft into which it is to be installed has been declared in conformity, if so required, with the relevant provision of the Directive; * and be drawn up in the language(s) as provided for under section 2.5 of Annex I.A. ** business name and full address; the authorised representative must also give the business name and address of the manufacturer. *** description of the product make, type, serial number, where appropriate. [2003/44 Annex XV para 2&3]

List of Standards:

EN ISO 10087	-	Small craft - Hull identification - Coding system
EN ISO 14945	-	Small craft - Builder's plate
EN ISO 15085	-	Small craft - Man overboard prevention and recovery
EN ISO 11591	-	Engine-driven small craft - Field of vision from helm position
EN ISO 10240	-	Small craft - Owner's manual
EN ISO 13590	-	Small craft - Personal watercraft, Construction and system installation requirements
EN ISO 10088	-	Small craft - Permanently installed fuel systems and fixed fuel tanks
EN ISO 7840	-	Small craft - Fire resistant fuel hoses
EN ISO 15584	-	Small craft - Inboard petrol engines – Engine-mounted fuel and electrical components
EN ISO 16147	-	Small craft - Inboard diesel engines – Engine-mounted fuel and electrical components
EN ISO 9094	-	Small craft - Fire protection
EN ISO 8099	-	Small craft - Toilet waste retention systems